

City Council Introduction: **Monday**, August 13, 2001  
Public Hearing: **Monday**, August 20, 2001, at **1:30 p.m.**

Bill No. 01R-220

## **FACTSHEET**

**TITLE:** **SPECIAL PERMIT NO. 1845, STONE BRIDGE CREEK COMMUNITY UNIT PLAN**, requested by Hampton Development Services, for 437 dwelling units, with associated waiver requests, on property generally located between North 14<sup>th</sup> and North 27<sup>th</sup> Streets, north of I-80 and south of Alvo and Arbor Roads.

**STAFF RECOMMENDATION:** Conditional Approval

**ASSOCIATED REQUESTS:** Annexation No. 00003 (01-135); Change of Zone No. 3325 (01-136); Change of Zone No. 3265 (01-137); Preliminary Plat No. 00017, Stone Bridge Creek (01R-221); and Use Permit No. 139 (01R-222).

**SPONSOR:** Planning Department

**BOARD/COMMITTEE:** Planning Commission  
Public Hearing: 07/11/01  
Administrative Action: 07/11/01

**RECOMMENDATION:** Conditional Approval (7-0: Krieser, Newman, Duvall, Carlson, Steward, Schwinn and Bayer voting 'yes'; Taylor and Hunter absent).

### **FINDINGS OF FACT:**

1. This community unit plan and the associated annexation, change of zone, preliminary plat and use permit were heard at the same time before the Planning Commission.
2. The Planning staff recommendation of conditional approval is based upon the "Analysis" as set forth on p.4-6. The staff recommends approval of the request to modify the lot area, width and size for outlots and specified residential and townhouse lots in the proposed R-3 District.
3. The applicant's testimony is found on p.8-11. The applicant agreed with the conditions of approval (p.6-7).
4. There was no testimony in opposition.
5. On July 11, 2001, the Planning Commission agreed with the staff recommendation and voted 7-0 to recommend conditional approval, as set forth in the staff report dated August 6, 2001.
6. The Site Specific conditions of approval required to be completed prior to scheduling this application on the Council agenda have been submitted by the applicant and approved by the reviewing departments.

**FACTSHEET PREPARED BY:** Jean L. Walker

**DATE:** August 6, 2001

**REVIEWED BY:** \_\_\_\_\_

**DATE:** August 6, 2001

**REFERENCE NUMBER:** FS\CC\FSSP1845

## **LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT**

**P.A.S.:** Stone Bridge Creek  
Annexation No. 00003  
Change of Zone # 3265  
**Special Permit # 1845**  
Preliminary Plat #00017  
Use Permit # 139

**DATE:** August 7, 2001

**\*\*As Revised by Planning Commission, 07/11/01\*\***

Note: This is a combined staff report for related items. This report contains a single background and analysis section for all items. However, there are separate conditions provided for each individual application.

- PROPOSAL:** This staff report reflects the following proposals:
- Annexation #00003 of 251 acres, more or less
  - Change of Zone #3265 to change approximately 52.7 acres from AG to I-3, and change approximately 189.5 acres from AG to R-3
  - Special Permit # 1845 Stone Bridge Creek Community Unit Plan for 437dwelling units
  - Preliminary Plat #00017 for 315 single family lots, 80 attached single family lots, 1 multi-family lot, 7 outlots, 2 industrial lots and 2 large lots for potential future urban village.
  - Use Permit # 139 for 500,500 square feet of industrial and office uses.

With requests for waivers of:

1. 26.27.090 of the Land Subdivision Ordinance to waive street trees along the I-80 frontage.
2. 26.23.140(e) to allow double frontage lots along a street (Humphrey Avenue) that is not a major street.
3. 26.23.130(a) to allow block lengths to exceed 1,320 feet.
4. 26.23.140(c) to waive the requirement that side lot lines be at right angles to a street.
5. 26.23.125 to waive the requirement for pedestrian way easements.
6. 27.51.090(a) the front and side yard setbacks along I-80 from 50' to and unspecified amount and along Outlot D from 50' to 20'.
7. 27.15.080(a) lot area, width and size for outlots and specified residential and townhouse lots in the proposed R-3 district.
8. An exception to the design standards to allow sanitary sewer mains to be constructed outside the natural drainage area.
9. An exception to the design standards to allow sanitary sewer mains to be constructed opposite street grades.

## **GENERAL INFORMATION:**

**APPLICANT:** Robert Hampton  
Hampton Development Services  
6101 Village Drive, Suite 101  
Lincoln, NE 68516  
(402)434-5650

**CONTACT:** Mark Hunzeker  
1045 Lincoln Mall  
Lincoln, NE 68508  
(402) 476-7621

**LOCATION:** Between N. 14<sup>th</sup> and N. 27<sup>th</sup>, north of I-80 and south of Alvo and Arbor Roads.

**LEGAL DESCRIPTION:** See attached

**EXISTING ZONING:** AG, Agricultural

**EXISTING LAND USE:** Undeveloped/Agricultural

**SURROUNDING LAND USE AND ZONING:** Zoned AG to the north, west and south with agricultural and rural residential uses; zoned H-3 Highway Commercial District to the east with commercial uses under development; R-3 residential with a request for a change of zone to H-3 Highway Commercial and a preliminary plat in process; H-4 General Commercial District, H-3 Highway Commercial District to the south with commercial uses under development.

**COMPREHENSIVE PLAN SPECIFICATIONS:** In conformance with Comprehensive Plan. Amendment 94-40 adopted in 2000 approved a “Study Area Plan” for the area including residential uses, an employment center, and a future “urban village” center.

## **HISTORY:**

The area was zoned A-A, Rural and Public Use until 1979 when the zone was updated to AG, Agricultural.

Comprehensive Plan Amendment 94-40 adopted on March 27, 2000 approved a “Study Area Plan” for the area including residential uses, an employment center, and a future “urban village” center.

## **SPECIFIC INFORMATION**

**UTILITIES:** The extension of the utilities and phasing to serve the area are detailed in Comprehensive Plan Amendment #94-40, and are specifically addressed in the associated annexation agreement.

**TOPOGRAPHY:** Gently sloping to the northeast.

**TRAFFIC ANALYSIS:** The traffic study prepared by the applicant triggered improvements which are outlined in the annexation agreement. Arbor Road is classified as an Urban/Rural Principal Arterial, 14<sup>th</sup> Street is classified as an Urban/Rural Minor Arterial, and Interstate 80 is classified as an Urban/Rural Interstate & Expressway.

**AESTHETIC CONSIDERATIONS:** Because the site abuts the Interstate, the site is aesthetically sensitive. All applicable design standards for landscaping are being met with this application. A reduction of the front yard setback in the area of the use permit will bring the site development closer to the right of way. Pole signs are not permitted in the I-3 district and variations or modifications to the sign ordinance have not been requested.

### **ANALYSIS:**

#### **Project Overview:**

1. This is a request for an Annexation, Change of Zone, Community Unit Plan, Preliminary Plat and Use Permit for a mixed use development including 437 dwellings and 500,500 square feet of floor area of industrial/office space.
2. Utility extension and phasing to serve the area are detailed in Comprehensive Plan Amendment #94-40, and are specifically addressed in the associated annexation agreement.

#### **Preliminary Plat & Special Permit:**

3. Block lengths may not exceed 1,320 feet according to the Land Subdivision Ordinance. The developer has requested a waiver of block length for Block 12. A waiver is not required for Block 1 because it abuts 14<sup>th</sup> Street which is a major street. A satisfactory rationale has not been provided to justify a waiver of internal block lengths. Block lengths, as required by the Land Subdivision Ordinance, would improve vehicular and pedestrian circulation. The Police Department and the Public Works and Utilities Department recommend denial of this request. The Police Department indicated that blocks that extend over 1,320 feet cause problems for emergency response vehicles. Extended blocks cause problems during construction, accidents, or emergency situations that require the block to be shut off. The Public Works and Utilities Department indicated with redesign of the street system or modification of the grading plan block length requirements can be met. The Public Works and Utilities Department finds no justification for the waiver of these standard requirements.
4. Pedestrian easements are required when block lengths exceed 1,000 feet according to the Land Subdivision Ordinance. The developer has requested a waiver of pedestrian easements for Blocks 1, 2, 3, 5 and 7. The length of Block 2 is great enough to warrant two pedestrian easements, one of which has been provided between lots 17 & 18. It is recommended that a second pedestrian easement be provided between lots 26 & 27. A school site is located on the west side of 14<sup>th</sup> Street. A satisfactory rationale has not been given to justify a waiver of the pedestrian easements and the request should be denied. The

Public Works and Utilities Department has indicated that with redesign of street system block length requirements can be met which could eliminate the need for pedestrian easements.

5. The proposed water system as shown on the revised plans is satisfactory. The timing and funding for the construction of the 'oversize' water mains is addressed in the annexation and zoning agreement.
6. The proposed sanitary sewer system is satisfactory, provided that the requested exceptions to design standards are approved. Engineering Services recommends approval of these exceptions per the request of the applicant.
7. The storm water design standards require 2% slope through detention areas. Standards also require a low flow liner, pilot channel, or other means to control erosion along the channel. Information is needed to show how these requirements are met or why they cannot be met. Public Works recommends the waiver concerning the channel bottom protection be denied. The development along the channel adds runoff to the channel and will change its natural character. Waiving these requirements will cause future problems.
8. The revised plans include the required detention calculations. The calculations appear to be satisfactory in content. The calculations and plans are still under review.
9. Public Works continues to recommend that the full intersection with Alvo-Arbor Road be moved from North 16<sup>th</sup> Street to Cortez Court to meet design standards. The required ¼ mile spacing of median openings provides more efficient operation of Alvo-Arbor in the event that future signalization is needed for this intersection. While the impact study does not indicate that it is necessary, unforeseen future land uses and traffic conditions may warrant it.
10. The Lincoln-Lancaster County Health Department (LLCHD) is amiable to note #19 of the general site notes on the site/utility plan of the Preliminary Plat which addresses LLCHD's past concerns regarding the manufacture and/or storage of hazardous materials and chemicals adjacent to residential zoning. The LLCHD fully expects the restrictive covenants to be strictly enforced regarding the use, storage and/or manufacture of hazardous chemicals.
12. The Emergency Communications Department continues to strongly recommend that Keystone Road be renamed because it is too similar to another street name. Furthermore, Keystone Road should be renamed to N. 15<sup>th</sup> Street because it is a north-south road.
13. The Lower Platte South Natural Resources District (LPS-NRD) stressed the importance of not grading the entire site at once. The original Storm Water Pollution Prevention Plan (STPPP) was approved in October of 2000 by LPS-NRD with some further erosion and sediment control suggestions.

**Entryway:**

13. The area is adjacent to Interstate 80. Specific standards have not been adopted.
14. Signs are as permitted in the I-3 district. Pole signs are not permitted in the I-3 district. City Council may modify permitted entrance and pad site ground signs. However, the applicant has not requested any waivers to allow pole signs. Permitted district entrance ground signs may be a maximum of 300 square feet and permitted pad site ground signs may be a maximum of fifty square feet.
15. The I-3 district is required through the City of Lincoln Design Standards to provide four trees with a design spread diameter of 30 feet each or a combination of trees to equal the same, and four hundred square feet of shrub coverage for each 10,000 square feet or fraction thereof of building coverage in addition to required parking lot screening requirements and street trees. The application meets the design standards for screening and landscaping for Lot 2, Block 13. General site note #15 indicates that Lot 1, Block 13 requires an administrative amendment which would provide for review of the final site layout, open space, parking, drainage circulation, and landscape layout.

**STAFF RECOMMENDATION:****Special Permit****Conditional approval**

- Approval to modify the lot area, width and size for outlots and specified residential and townhouse lots in the proposed R-3 district.

**Special Permit Conditions:****Site Specific:**

1. After the applicant completes the following instructions and submits the documents and plans to the Planning Department office and the plans are found to be acceptable, the application will be scheduled on the City Council's agenda:

- 1.1 Revise the site plan to incorporate all changes shown on the Preliminary Plat.

2. This approval permits 437 dwelling units with a waiver of lot area, width and size for outlots and specified residential and townhouse lots in the proposed R-3 district.

**General:**

3. Before receiving building permits:
  - 3.1 The permittee shall have submitted a revised and reproducible final plan including 5 copies showing the following revisions and the plans are acceptable:
  - 3.2 The construction plans shall comply with the approved plans.

3.3 Final Plats shall be approved by the City.

STANDARD CONDITIONS:

4. The following conditions are applicable to all requests:
  - 4.1 Before occupying the dwelling units all development and construction shall have been completed in compliance with the approved plans.
  - 4.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established homeowners association approved by the City Attorney.
  - 4.3 The site plan accompanying this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.
  - 4.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.
  - 4.5 The City Clerk shall file a copy of the resolution approving the permit and the letter of acceptance with the Register of Deeds. The Permittee shall pay the recording fee in advance.
5. The site plan as approved with this resolution voids and supersedes all previously approved site plans, however all resolutions approving previous permits remain in force unless specifically amended by this resolution.

Prepared by:

Becky Horner  
Planner

**ANNEXATION NO. 00003;  
CHANGE OF ZONE NO. 3265;  
SPECIAL PERMIT NO. 1845,  
STONE BRIDGE CREEK COMMUNITY UNIT PLAN;  
PRELIMINARY PLAT NO. 00017, STONE BRIDGE CREEK;  
and  
USE PERMIT NO. 139**

**PUBLIC HEARING BEFORE PLANNING COMMISSION:**

July 11, 2001

Members present: Krieser, Newman, Duvall, Carlson, Steward, Schwinn and Bayer; Taylor and Hunter absent.

Planning staff recommendation: Conditional approval of the annexation; approval of the change of zone; and conditional approval of the special permit, preliminary plat and use permit.

Becky Horner of Planning staff submitted proposed revisions to the conditions of approval on the preliminary plat and the use permit.

Proponents

**1. Mark Hunzeker** appeared on behalf of the developer, **Hampton Development Services**, stating that they have been working on this project for quite some time. The Comprehensive Plan Amendment went through a while back designating this area for this project. The primary mover behind this development was the need to establish a site for Centurion Wireless Technologies and Dual Dynamics, both of which will be located in the industrial area along I-80. This is a big project which he believes is going to help Lincoln move in the direction of I-80. They have spent a lot of time working through a lot of issues with the staff. There have been a substantial number of people involved in this project, including about 15 different staff people who have spent varying amounts of time. Hunzeker expressed appreciation for the cooperation they have received from the Planning and Public Works Departments. It has taken longer than they had hoped, but Hunzeker believes they have reached a point where the issues have been narrowed down to one or two.

Hunzeker agreed with the staff's proposed revisions to the conditions of approval. Hunzeker also submitted further proposed amendments to the conditions of approval:

Condition #11.5 of the preliminary plat. Hunzeker proposed adding language to clarify that this development is providing for drainage in natural drainage ways and to clarify that the Public Works Department is not requiring a low flow liner in that natural drainage way because it would have required tearing out a substantial number of trees. The language proposed to be added to Condition #1.1.5 of the preliminary plat is: "however, in areas where natural drainage ways are used to create storm water detention, the minimum 2%

slope through the detention area and low flow liner requirement shall be waived. A note shall be added to the preliminary plat indicating that erosion control shall be a specific item of maintenance required for all outlots." The additional language about erosion control may be embellished before this proceeds on to the City Council. Public Works wants to be assured that the channel is analyzed in a way that will allow for placement of some grade checks in the channel to control erosion. This developer is willing and anxious to do this because otherwise they will end up killing some of the trees from erosion.

Condition #1.1.8 of the preliminary plat: Hunzeker requested that this condition be amended as follows: "Pedestrian easement that meets the development standards of the Land Subdivision Ordinance in Blocks 2, 3, 5 and 7."

Condition #1.1.9 of the preliminary plat: Hunzeker requested to add language to clarify the extension of the sidewalk easement that would extend through the outlot to eventual location of a trail: "A pedestrian easement and four foot sidewalk between Lots 13 and 14, Block 11, that extends the sidewalk and easement to the future pedestrian trail; however, the portion of the easement and sidewalk in an outlot C shall be located, dedicated and constructed at the time of construction of the bike trail." In other words, the developer is willing to work with the Parks Department to dedicate an easement for a trail in the outlot when they tell us where they want it to be.

Hunzeker believes that staff is in agreement with these amendments.

Condition #1.1.6 of the preliminary plat: Hunzeker requested that this condition be deleted. At the northwest corner of the site where Arbor Road meets 14<sup>th</sup>, they have a street called North 16<sup>th</sup> Street that intersects Arbor Road at a right angle. That street is less than 1/4 mile from 14<sup>th</sup> Street. That is the location where this street has been shown for over a year in all the discussions with the staff. The applicant's traffic impact study was done assuming that intersection was in place; in the event that 14<sup>th</sup> and Arbor Road becomes a very high traffic intersection, there is room enough to extend dual left turn lanes more than 700' back from 14<sup>th</sup> Street. The traffic study indicates at least until the year 2025, there will never be a need for signalization of that intersection at No. 16<sup>th</sup> and Arbor Road. They do not want to re-engineer the cul-de-sac immediately east and bring that intersection over to the location of that cul-de-sac and then create a new cul-de-sac on No. 16<sup>th</sup>. The developer wishes to maintain the street configuration as shown. There will not be problem with the intersection at that location. Even Public Works understands that we do not create a problem for at least the 25-year foreseeable future.

Carlson wondered why No. 16<sup>th</sup> was not originally drawn according to the design standards. Hunzeker's response was when they started this process this road was not in the Comprehensive Plan as being a major road. As part of this process, we need to design some sort of proposed street alignment for the property on the north side and frankly, we think this is the best way to line it up. We think this is a better alignment and design for this project and has minimal effect on that standard. Hunzeker also noted that the standard is really not one that is rigidly enforced. Even in the Comprehensive Plan Amendment that approved this project,

extension of the urban area to the north is not contemplated. Right now, we don't have sewers planned to go north of there and he does not believe there is a need to go 1/4 mile from 14<sup>th</sup> Street with this road. All traffic information indicates it will function just fine.

There was no testimony in opposition.

### Staff questions

Carlson asked staff to comment on the applicant's proposed amendments. Horner agreed with the proposed amendments, except the deletion of Condition #1.1.6, which should be discussed by Public Works.

Carlson asked Public Works to address No. 16<sup>th</sup> Street being within 1/4 mile of the intersection. Bartels believes it is 1,000 feet away from 14<sup>th</sup>. Assuming the traffic projections were done, the intersection does not have to be signalized. From Public Works' point of view, 1/4 mile spacing is the most efficient spacing we can put on an arterial street. The street is platted here. It is there forever. What comes into play is the long term—if Arbor Road reaches full capacity or the land uses change and we have to signalize that intersection, it helps preserve the capacity on Arbor Road and makes for better traffic flow on Arbor Road in the future. As long as it is not signalized, there is enough room, as Hunzeker said, to provide the left turn storage. Bartels stated that he hesitates to say it would not need signalization at 16<sup>th</sup> & Alvo, but the traffic study doesn't show it to be needed in the period of the traffic study. There are a lot of unknowns as far as how soon the north might develop.

Carlson wondered whether the curve becomes an issue as you move it east. Bartels stated that having it on the edge of the curve is not an ideal situation, but it is workable.

But, Steward wondered whether there are also some topographic issues. It's either going dramatically up or dramatically down. He thinks it goes up. So you would be on a curve and on an incline and in the more dramatic position if you move it. Bartels stated that it is less grading to make it work at that location from the standpoint of this plat, although he believes they could engineer around it. The street location has been an issue. It is what the staff has recommended from the beginning--1/4 mile spacing--and the staff continues to maintain that position.

Bartels agreed with the applicant on the drainage issue. Public Works is not asking for additional concrete low flow liners in the drainage channels, but if you don't look at the erosion potential, they won't look like they do now if you dump the storm sewer out to them and ignore them. Bartels agreed with the applicant's proposed amendment to Condition #1.1.5.

### Response by the Applicant

Hunzeker stated that this development is dedicating 120' of right-of-way on Alvo Road, and the initial construction of that road is a single lane on either side of a large median with turn lanes at every intersection. A median is designed to be wide enough to allow dual left turn lanes at all those intersections if it becomes necessary. Even if the traffic engineers are wrong and there is a need to signalize<sup>3</sup> the intersection that we are being asked to move, there is enough room to provide

dual left turn lanes and still have 600-700 feet of dual left turn lane at 14<sup>th</sup> and Alvo/Arbor Road. We're not going to interfere with that intersection.

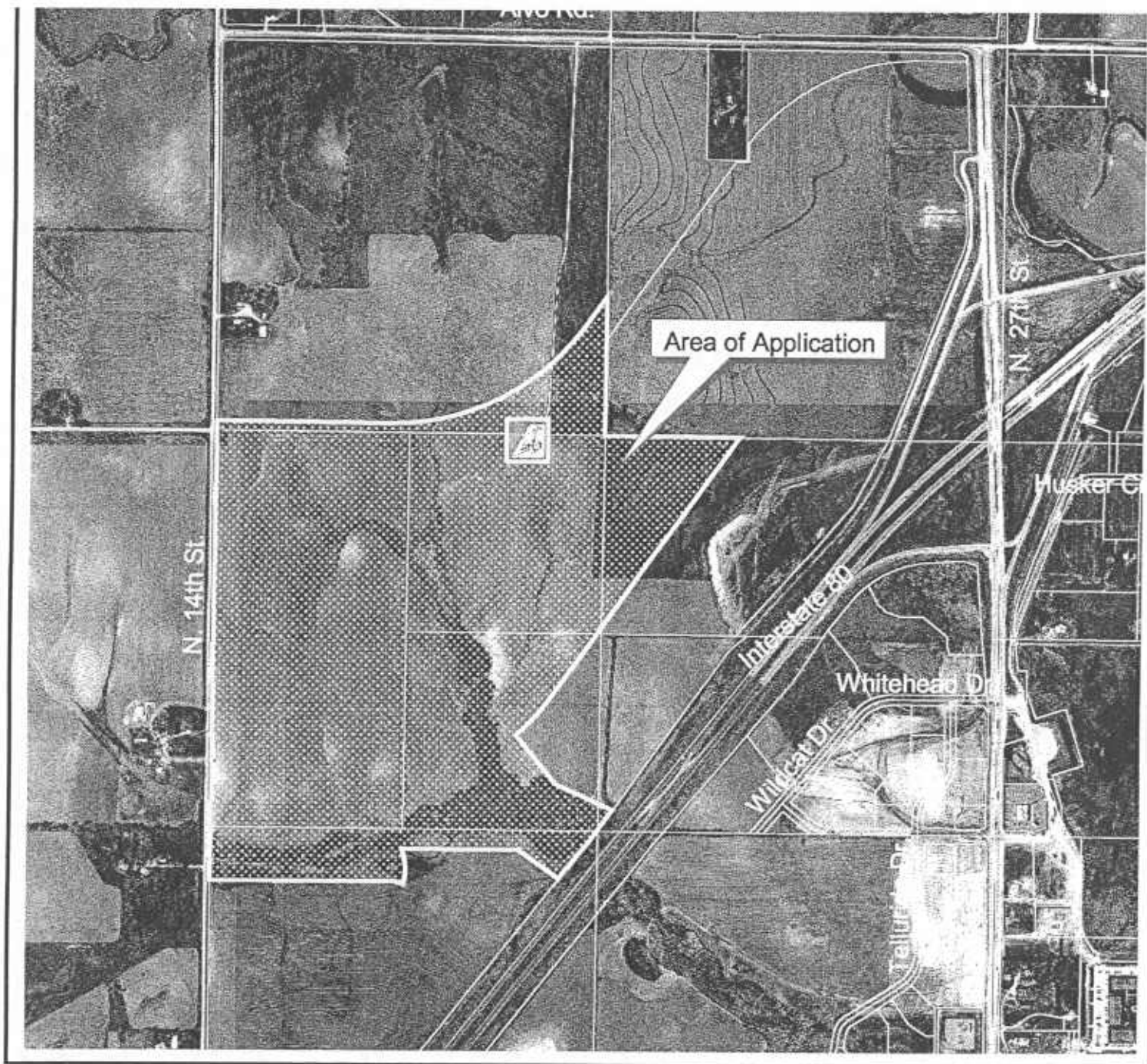
Carlson was seeking more of a rationale other than "we didn't put it at the proper spacing and now it's going to be expensive to redraw it". Hunzeker indicated that they have talked with staff about the grades all along and it is an issue that we have consistently come back to throughout the process of this plat. We just came down to a disagreement. It's not something that Public Works has been pounding the table about, and Hunzeker feels pretty strongly that this is a better location. If it becomes necessary for the purpose of maintaining capacity at Alvo/Arbor, that median could be closed. We wouldn't have to have the ability to cross it.

Public hearing was closed.

**SPECIAL PERMIT NO. 1845,**  
**STONE BRIDGE CREEK COMMUNITY UNIT PLAN**  
**ADMINISTRATIVE ACTION BY PLANNING COMMISSION:**

July 11, 2001

Duvall moved to approve the Planning staff recommendation of conditional approval, seconded by Carlson and carried 7-0: Krieser, Newman, Duvall, Carlson, Steward, Schwinn and Bayer voting 'yes'; Taylor and Hunter absent.



**Special Permit #1845**  
**Stonebridge Creek**



013



A LEGAL DESCRIPTION OF A TRACT OF LAND CONSISTING OF A PART OF LOTS 17, 31, 3, 20 AND 24 IRREGULAR TRACTS AND THE WEST HALF OF THE NORTHWEST QUARTER, ALL IN THE NORTHWEST QUARTER, NORTHEAST QUARTER AND THE SOUTHWEST QUARTER OF SECTION 36, TOWNSHIP 11 NORTH, RANGE 6 EAST OF THE 6<sup>TH</sup> P.M., AND ALSO A PORTION OF LOT 25 IRREGULAR TRACT, IN THE SOUTHWEST QUARTER OF SECTION 25, TOWNSHIP 11 NORTH, RANGE 6 EAST OF THE 6<sup>TH</sup> P.M., LANCASTER COUNTY, NEBRASKA, AND MORE FULLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

REFERRING TO THE NORTHWEST CORNER OF SAID SECTION 36; THENCE: S89°28'59"E, (AN ASSUMED BEARING), A DISTANCE OF 33.00 FEET, TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF NORTH 14<sup>TH</sup> STREET AND THE POINT OF BEGINNING; THENCE: N00°05'24"E, ON SAID LINE, A DISTANCE OF 60.00 FEET; THENCE: S89°28'59"E, A DISTANCE OF 1161.57 FEET, TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 06°04'33", A RADIUS OF 1615.00 FEET, AN ARC LENGTH OF 171.26 FEET, A CHORD LENGTH OF 171.18 FEET AND A CHORD BEARING N87°28'44"E; THENCE: ON SAID CURVE A DISTANCE OF 171.26 FEET, TO THE POINT OF TANGENCY; THENCE: S05°33'32"E, A DISTANCE OF 120.00 FEET; THENCE: S33°23'38"E, A DISTANCE OF 161.63 FEET; THENCE: S01°45'09"E, A DISTANCE OF 103.02 FEET; THENCE: S29°09'36"W, A DISTANCE OF 38.16 FEET; THENCE: S55°28'23"W, A DISTANCE OF 52.18 FEET; THENCE: S00°21'14"W, A DISTANCE OF 453.50 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 40°42'06", A RADIUS OF 150.00 FEET, AN ARC LENGTH OF 106.56 FEET, A CHORD LENGTH OF 104.33 FEET AND A CHORD BEARING S64°35'58"E; THENCE: ON SAID CURVE, A DISTANCE OF 106.56 FEET, TO THE POINT OF TANGENCY; THENCE: S44°14'58"E, A DISTANCE OF 955.20 FEET, TO THE POINT OF CURVATURE OF A CURVE TO THE LEFT, HAVING A CENTRAL ANGLE OF 11°41'42", A RADIUS OF 1000.00 FEET, AN ARC LENGTH OF 204.11 FEET, A CHORD LENGTH OF 203.76 FEET AND A CHORD BEARING S50°05'48"E; THENCE: ON SAID CURVE, A DISTANCE OF 204.11 FEET, TO THE POINT OF TANGENCY; THENCE: S35°45'02"W, A DISTANCE OF 100.26 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 14°14'04", A RADIUS OF 1200.00 FEET, AN ARC LENGTH OF 298.13 FEET, A CHORD LENGTH OF 297.36 FEET AND A CHORD BEARING S42°52'04"W; THENCE: ON SAID CURVE, A DISTANCE OF 298.13 FEET TO THE POINT OF TANGENCY; THENCE: 49°59'06"W, A DISTANCE OF 26.92 FEET; THENCE: S40°00'54"E, A DISTANCE OF 458.69 FEET; THENCE: S65°04'42"E, A DISTANCE OF 424.62 FEET; THENCE: S35°44'24"W, A DISTANCE OF 163.06 FEET; THENCE: S29°32'55"W, A DISTANCE OF 11.10 FEET; THENCE: S38°46'00"W, A DISTANCE OF 407.50 FEET; THENCE: N55°40'46"W, A DISTANCE OF 338.45 FEET; THENCE: N89°49'22"W, A DISTANCE OF 787.53 FEET; THENCE: S19°20'16"E, A DISTANCE OF 27.89 FEET TO THE POINT OF CURVATURE OF A CURVE TO THE RIGHT, HAVING A CENTRAL ANGLE OF 36°36'59", A RADIUS OF 333.00 FEET, AN ARC LENGTH OF 212.81 FEET, A CHORD LENGTH OF 209.21 FEET AND A CHORD BEARING S01°01'45"E; THENCE: ON SAID CURVE A DISTANCE OF 212.81 FEET TO THE POINT OF TANGENCY; THENCE: N72°43'14"W, A DISTANCE OF 66.00 FEET; THENCE: N89°47'10"W, A DISTANCE OF 1232.29 FEET, TO A POINT ON THE EAST RIGHT- OF WAY LINE OF NORTH 14<sup>TH</sup> STREET; THENCE: N00°12'50"E, ON SAID LINE, A DISTANCE OF 354.28 FEET; THENCE: N00°21'14"E, A DISTANCE OF 2646.75 FEET TO THE POINT OF BEGINNING AND CONTAINING A CALCULATED AREA OF 131.119 ACRES MORE OR LESS.

Post-it* Fax Note	7671	Date	# of pages 2
To <i>Becky</i>		From <i>Dennis Bartels</i>	
Co./Dept.		Co.	
Phone #		Phone #	
Fax #		Fax #	

# M e m o

**To:** Jennifer Dam, Planning Department

**From:** Dennis Bartels, Public Works & Utilities *Buff Grob*

**Subject:** Stonebridge Creek Preliminary Plat and Special Permit

**Date:** June 6, 2001

**cc:** Roger Figard, Virendra Singh, Nicole Fleck-Tooze, Lynn Johnson, John Huff

Engineering Services has reviewed Stonebridge Creek located east of 14<sup>th</sup> Street north of I-80 and has the following comments:

1. Water - The proposed water system as shown on the revised plans is satisfactory. The timing and funding for the construction of the 'oversize' water mains need to be addressed in the annexation and zoning agreement.
2. Sanitary Sewer - The proposed sanitary sewer system is satisfactory provided that the requested exceptions to design standards are approved. Engineering Services recommends approval of these exceptions per the request of EDC.

The funding for the construction of the trunk size sewers to serve this development needs to be addressed in the annexation and zoning agreement.

- Cond.*
3. Drainage and Grading - The storm water design standards require 2% slope through detention areas. Standards also require a low flow liner, pilot channel, or other means to control erosion along the channel. Information is needed to show how these requirements are met or why they cannot be met. Public Works will not recommend the requirements concerning the channel bottom protection be waived. The development along the channel adds runoff to the channel and will change its natural character. Waiving these requirements will cause future problems.

The revised plans include the required detention calculations. The calculations appear to be satisfactory in content. The calculations and plans are still under review.

4. Street System - Public Works continues to recommend that the full intersection with Alvo-Arbor Road be moved from North 16<sup>th</sup> Street to Cortez Court to meet design standards for 1/4 mile spacing of median openings providing more efficient operation of Alvo-Arbor in the event that future signalization is needed for this intersection. While the impact study does not indicate that it may be necessary, future unforeseen land uses and traffic conditions may warrant it.

Jennifer Dam, Planning

Page 2

June 6, 2001

★ Public Works recommends approval of the block length waivers along 14<sup>th</sup> Street for Blocks 1 and 2, and the waiver in Block 11 due to the drainage channel. The other block length waivers are a function of the subdivision design and are not supported by engineering reasons for why the block lengths cannot be revised to meet subdivision ordinance requirements. The developer also requests waivers of pedestrian easements where block lengths exceed requirements. By redesign of the street system or modification of the grading plan, block length requirements can be met or ordinance requirements met. Public Works finds no justification, therefore, to recommend waiver of these standard requirements.

5. General - The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system and public storm sewer system has been reviewed to determine if the sizing and general method of providing service is satisfactory. Design considerations including, but not limited to, location of water main bends around curves and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant locations, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connecting storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.

# Memorandum

To: Becky Horner, Planning  
 From: J.J. Yost, Parks and Recreation  
 Date: June 14, 2001  
 Re: Stonebridge Creek Use Permit Re-submittal

Parks and Recreation Department staff have reviewed the above-referenced proposal and have the following comments:

- 1) It should be noted on the Landscape Plan that no plant material shall be planted in the utility/pedestrian easements unless approved by the utilities companies or the City.
- 2) The Austrian Pine needs to be substituted with a different evergreen species due to serious Pine Tip Blight Disease problems.
- 3) The Colorado Spruce and Austrian Pine need to be shown in the existing 80' D.H.E. easement. LES needs to determine if they want such items planted in the easement. Honeylocust and Linden also need to be shown to be planted in such easement.
- 4) The Designated street tree species for Humphrey Avenue should be 'Red Sunset' Maple and should be 40'-50' O.C. No trees should be planted within 15' of either side of the driveways, street lights and 30' from the street intersections.
- 5) Under comments 48-53 it is states that no additional easement are needed along Humphrey. We still need an easement on the south side of Humphrey for the trail. We will need at least a 14' easement for the trail located at a minimum of 10' from the curb with a platform graded for the trail. The road might need to be moved to the north to accomplish this. The platform should be graded along the edge of the detention to make it work. There is a need for an easement on Humphrey from 14<sup>th</sup> to where the trail connects up to Humphrey on each side of Outlot D.

Please phone me at 441-8255 with any questions.

1st-It* Fax Note	7671	Date	6/28/01	# of pages	1
TO: BECKY HORNER		From	STEVE SCHWAB		
U/Dept. PLANNING		Co.	PARTS		
one #		Phone #	441-7036		
x #	441-6377	Fax #	441-7227		

Becky: 6/28/01  
 In response to your phone message to me - see this memo. Also, we have not reviewed/revised a revised landscape plan as of 6/28/01



INTER-DEPARTMENT COMMUNICATION

DATE June 13, 2001

TO Jennifer Dam/Becky Horner, City Planning  
FROM Sharon Theobald  
(Ext. 7640)  
SUBJECT DEDICATED EASEMENTS  
DN #72N-16E

Attached is the Resubmitted Preliminary Plat for Stonebridge Creek.

ALLTEL, Time Warner Cable, and the Lincoln Electric System will require the additional easements marked in red on the map.

Please add, as a stipulation, the following:

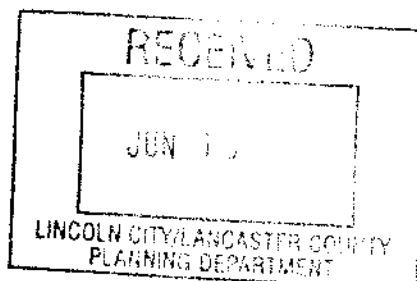
Any construction or grade changes in LES transmission line easement corridors are subject to LES approval and must be in accordance with LES design and safety standards.

Landscaping material selections within easement corridors shall follow established guidelines to maintain minimum clearance from utility facilities.

*Sharon Theobald*

ST/ss  
Attachment  
c: Terry Wiebke  
Easement File

OFFICEFOUDEAS.Fm





INTER-DEPARTMENT COMMUNICATION

DATE June 13, 2001

TO Jennifer Dam/Becky Horner, City Planning  
FROM Sharon Theobald  
(Ext. 7640)  
SUBJECT DEDICATED EASEMENTS  
DN #72N-16E

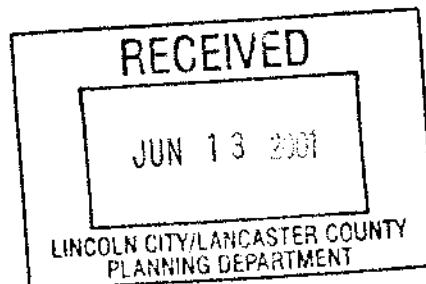
Attached is the Resubmitted Use Permit for Stonebridge Creek.

Please be advised there is a conflict with mature tree size (Redmond Linden, etc.) in the transmission line corridor. Appropriate lower crows trees should be chosen.

*Sharon Theobald*

ST/ss  
Attachment  
c: Terry Wiebke  
Easement File

OFFICEFO/DEDEAS.Fm



# City of Lincoln, Nebraska

## IMPORTANT

**All revisions to plans must include Building Permit # and Job Address.**

Return this report with two sets of corrected plans. The corrections noted below are required to be made to the plans prior to issuance of a permit. Please indicate under each item where the correction is made by plan sheet number or plan detail number.

A separate set of plans for review and final approval must be submitted by the licensed installing contractor/s if fire suppression systems, sprinklers, dry powder, fire alarm systems or underground tanks are installed.

## Plan Review Comments

Permit # DRF01033

Address

Job Description: STONEBRIDGE CREEK

Location: STONEBRIDGE CREEK

Special Permit: N

Preliminary Plat: Y 139

Use Permit: N

CUP/PUD: N

Requested By: JENNIFER DAM

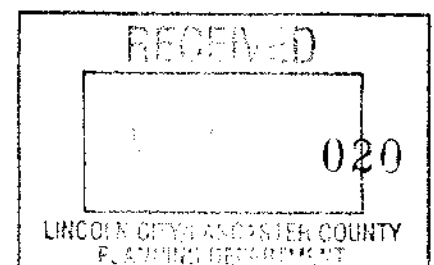
Status of Review: Approved

Reviewer: FIRE PREVENTION/LIFE SAFETY CODE BOB FIEDLER

Comments:

### Current Codes in Use Relating to Construction Development in the City of Lincoln:

- 1997 Uniform Building Code and Local Amendments
- 1994 Nebraska Accessibility Guidelines (Patterned after and similar to ADA guidelines)
- 1989 Fair Housing Act As Amended Effective March 12, 1989
- 1979 Zoning Ordinance of the City of Lincoln as Amended including 1994 Parking Lot Lighting Standards
- 1992 Lincoln Plumbing Code (The Lincoln Plumbing Code contains basically the 1990 National Standard Plumbing Code and local community Amendments.)
- 1999 National Electrical Code and Local Amendments
- 1997 Uniform Mechanical Code and Local Amendments
- 1994 Lincoln Gas Code
- 1994 NFPA 101 Life Safety Code
- 1997 Uniform Fire Code and Local Amendments
- Applicable NFPA National Fire Code Standards



**LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT  
INTER-OFFICE COMMUNICATION**

**TO:** Jennifer Dam  
Becky Horner

**DATE:** 6/25/01

**DEPARTMENT:** Planning

**FROM:** Chris Schroeder

**ATTENTION:**

**DEPARTMENT:** Health

**CARBONS TO:** Carole Douglas, Acting Director  
EH File  
EH Administration

**SUBJECT:** Stonebridge Creek  
Use Permit #139 resub

The Lincoln-Lancaster County Health Department (LLCHD) has reviewed the Stonebridge Creek Use Permit #139 resubmittal for possible negative public health impacts. The following item is noted:

\* While being a general statement, the LLCHD is amiable to number 19 of the general site notes for the Stone Bridge Creek Site/Utility Plan which addresses LLCHD's past concerns regarding the manufacture and/or storage of hazardous materials and chemicals adjacent to residential zoning. The LLCHD fully expects the restrictive covenants to be strictly enforced regarding the use, storage, and/or manufacture of hazardous chemicals.

If you have any questions, please contact me at 441-6272.



Ray F Hill

03/26/2001 07:30  
AM

To: Jennifer L Dam/Notes@Notes  
cc:  
Subject: Stonebridge Creek CPU

----- Forwarded by Ray F Hill/Notes on 03/26/01 07:35 AM -----



"denny"  
<DRoth1@neb.rr.com>  
>

To: "Jennifer Dam" <RHill@ci.lincoln.ne.us>  
cc:  
Subject: Stonebridge Creek CPU

03/24/01 07:04 PM

PROJECT NAME: Stonebridge Creek PP, CPU, Annexation  
PROJECT NMBR: PP0017, SP1845, CZ3265, Annex0003  
PROJECT DATE: 03/14/01  
PROJ PLANNER: Jennifer Dam

We find the following proposed street names are either too similar in sound or spelling, too those existing elsewhere in the City and **STRONGLY RECOMMEND** alternates be chosen to ensure proper emergency vehicle responses.

PROPOSED	EXISTING
Dillon Cir	Dilin Cir and Dilin St
Pagosa Dr	Pagoda La
Keystone Rd	Kingston Dr

Dennis "Denny" Roth, ESD II/CAD Admin  
Emergency Communications 9-1-1 Center

N 14th St, Whitewater La, Red Cliff Dr, Silverhorn Dr, Keystone Rd, Estes Dr, Cortez Ct, Pagosa Dr, Blackhawk Dr, Centurion Dr, Trinidad Rd, Humphrey Av, Montrose Dr, Redstone Rd, Alvo Rd, Julesburg Dr, Cascade Dr, Dillon Cir



**MICHAEL WOOLMAN**  
<lpd737@CJIS.CI.LIN  
COLN.NE.US>

To: R Horner <RHorner@ci.lincoln.ne.us>  
cc:  
Subject: Stonebridge Creek

06/29/2001 12:48 PM

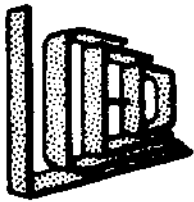
The Lincoln Police Department has objections the Stonebridge Creek Plan. On Blocks 11 and 12 the block lengths exceed 1320 feet between cross streets. This violates 26.23.130 of Land Subdivision Title 26 that states that block lengths shall not exceed 1320 feet between cross streets.

We object to Blocks 11 and 12 due to emergency response conditions. We feel that blocks that extend over 1320 feet cause problems for emergency vehicles responding to emergencies. Extended blocks cause problems during construction, accidents, or emergency situations that require the block to be shut off.

As we provide services to the citizens of Lincoln we do not need to be hampered in our responses by extended block lengths that can be avoided before being built.

Please confirm that you received this via e-mail. Thanks

Michael S. Woolman  
Planning Sergeant  
Lincoln Police Department



Lancaster


County

Engineering

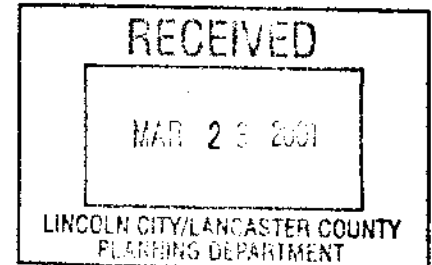
Department

DON R. THOMAS - COUNTY ENGINEER

DEPUTY- LARRY V. WORRELL  
COUNTY SURVEYOR

**DATE:** March 22, 2001  
**TO:** Jennifer Dam  
Planning Department  
**FROM:** Larry V. Worrell   
County Surveyor  
**SUBJECT:** STONEBRIDGE CREEK USE PERMIT #139

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Upon review, this office has no direct objections to this submittal.

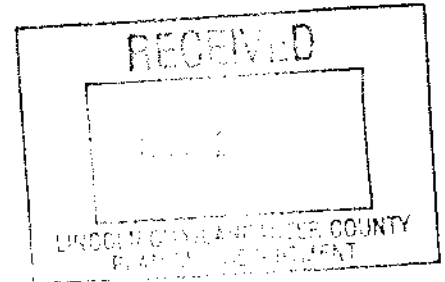
LVW/cm

024



March 22, 2001

Jennifer Dam  
City-County Planning Department  
555 So 10 St  
Lincoln NE 68508-3992



**SUBJECT:** Stonebridge Creek

Jennifer,

I have reviewed the above-mentioned request.

I find no concerns on behalf of the United States Postal Service and would agree with this proposal as submitted.

Please feel free to call me with any questions.

Thankyou,

A handwritten signature in black ink, appearing to read "Ronald G. White".

Ronald G. White  
Supv. Customer Service Support

LOWER PLATTE SOUTH  
NATURAL RESOURCES DISTRICT



3125 Portia St., Box 83581, Lincoln NE 68501-3581  
(402) 476-2729 • FAX (402) 476-6454  
[www.lpsnrd.org](http://www.lpsnrd.org)

## Memorandum

**Date:** March 26, 2001  
**To:** Jennifer Dam, Planning Dept.  
**From:** J.B. Dixon, Stormwater Specialist, Lower Platte South Natural Resources District  
**Subject:** Stonebridge Creek PP, CUP.

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I have reviewed the site plan for Stonebridge Creek special permit. We acknowledge the plan for phasing of this site, and would stress the importance of not grading the entire project at once. The original SWPPP was approved in October of 2000 by our office, with some further erosion and sediment control suggestions submitted.

If you have any questions, feel free to call

JBD/jbd

pc: file